

Fighter Squadron ONE HUNDRED FOURTEEN
Fleet Post Office
San Francisco, California 96601

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FF12/VF114
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From: Commanding Officer, Fighter Squadron ONE HUNDRED FOURTEEN
To: Chief of Naval Operations (OP-0545G)
Subj: Fighter Squadron ONE HUNDRED FOURTEEN Command History, Calendar
Year 1966; submission of
Ref: (a) OPNAVINST 5750.12
Encl: (1) Fighter Squadron ONE HUNDRED FOURTEEN Command History,
Calendar Year 1966

1. The subject command history, enclosure (1), is submitted in
accordance with reference (a).

H. L. HALLELAND

Copy to:

OPNAV (OP-09B9)

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GROUP-3
Downgraded at 12-year intervals;
Not automatically declassified.

PART I

CHRONOLOGY (1966)

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JANUARY

- 1-9 In Port, Yokosuka, Japan
- 9-14 Enroute Yankee Station, Special Operations, SEASIA
- 14-31 Yankee Station Operations
- 31 Aircraft loss, F4B, BUNO 152233

FEBRUARY

- 1-4 Yankee Station Operations
- 4-5 Enroute Subic Bay, Philippine Islands
- 5-10 In Port, Subic Bay, Philippine Islands
- 10-12 Enroute Hong Kong, British Crown Colony
- 12-15 In Port, Hong Kong, British Crown Colony
- 15-17 Enroute Yankee Station
- 17-20 Yankee Station Operations
- 20-22 Enroute Dixie Station
- 22-28 "In-Country" (South Vietnam) Operations

MARCH

- 1-5 "In-Country" (South Vietnam) Operations
- 5 Aircraft Loss, F4B, BUNO 152224
- 5-6 Enroute Yankee Station
- 6-16 Yankee Station Operations
- 16-17 Enroute Subic Bay, Philippine Islands
- 17-29 In Port, Subic Bay, Philippine Islands
- 29-31 Enroute Dixie Station
- 31 "In-Country" (South Vietnam) Operations

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APRIL

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- 1-11 "In-Country" (South Vietnam) Operations
- 11-12 Enroute Yankee Station
- 12-28 Yankee Station Operations
- 28 Aircraft Loss, F4B, BUNO 152255
- 29-30 Enroute Subic Bay, Philippine Islands
- 30 In Port, Subic Bay, Philippine Islands

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MAY

- 1-6 In Port, Subic Bay, Philippine Islands
- 6-8 Enroute Yankee Station
- 8-23 Yankee Station Operations
- 23-24 Enroute Subic Bay, Philippine Islands
- 24-25 In Port, Subic Bay, Philippine Islands
- 25-29 Enroute Yokosuka, Japan, Special Operations, SEASIA
- 29-31 In Port, Yokosuka, Japan

JUNE

- 1-3 In Port, Yokosuka, Japan
- 3-13 Enroute San Diego, U.S.A.
- 13 Arrived San Diego, U.S.A. Squadron temporarily based ashore
at NAS Miramar, California

JULY

- 6-8 Squadron Detachment of thirteen Men and three aircraft
to NAS Alameda, California for three days of fleet services.
- 31 Squadron deployed to NAS Fallon, Nevada for Conventional
Weapons Training

AUGUST

- 11 Squadron returned to NAS Miramar

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SEPTEMBER

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- 28 Squadron embarked in USS KITTY HAWK (CVL-63) for
Carrier Refresher and Air Wing Coordination Training,
WEPTRAEX and STRIKEX/ORE

OCTOBER

- 19 Aircraft loss, F4B, BUONO 152995
20 Squadron returned to NAS Miramar, California

NOVEMBER

- 2 Change of Command - Commander T. P. MCGINNIS, USN,
Relieved By Commander H. L. HALLELAND, USN
3 Squadron Embarked in USS KITTY HAWK for WESTPAC Deployment
5 Departed COMUS Enroute Pearl Harbor, Hawaii
10-12 In Port, Pearl Harbor, Hawaii
12-20 Enroute Yokosuka, Japan
16-17 Squadron Intercepted Soviet Reconnaissance Aircraft
20-26 In Port, Yokosuka, Japan
26-30 Enroute NAS Cebu Point, Philippine Islands

DECEMBER

- 1-2 In Port, Cebu Point, Philippine Islands
2-4 Enroute Yankee Station
4-31 Yankee Station Operations

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PART II

NARRATIVE

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Prior to embarking on the history of Fighter Squadron ONE HUNDRED FOURTEEN for Calendar Year Nineteen Hundred Sixty-Six, several notes of explanation are in order. Our squadron insignia is a graphic adaptation of the Greek myth of Bellerophon and Pegasus. According to this myth, Bellerophon captured the winged stallion Pegasus and set out to slay the three headed Chimera. By aerial maneuvering three times over the monster, Bellerophon was able to strike off one of its heads with each attack. The graphic shown on the cover is in a climbing attitude to symbolize the squadron's primary mission which is airborne intercept. The motto which appears over the figures is written in Greek and is translated "First to Fight". In keeping with the motto, our squadron mascot is the Lardvark (the first word in the dictionary) who is affectionately named ZOT. The fact that ZOT is one of the best known and most widely recognized mascots in the Navy gives some indication of the spirit and pride that exists in "Fighting 114".

During Calendar year 1966, the "Fighting Lardvarks" of VF-114 were under the command of Commander T. P. MCGINNIS, USN, from January until 2 November and Commander H. L. HALLELAND, USN for the remainder of the year (SEE ANNEX G). The "Lardvarks", flying a complement of 13 F-4B "Phantom II" jet aircraft, are assigned the multi-missions of all weather air-to-air intercept, air superiority and VFR attack. To fulfill the missions of air-to-air intercept and air superiority, the squadron is assigned barrier combat air patrols, target combat air patrols, condition one combat air patrol watches, and photo escorts. Barrier combat air patrols involve the strategic airborne

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positioning of aircraft in order to protect the task force from possible air attack. Target combat air patrols consist of the tactical positioning of aircraft in the vicinity of the target to protect the strike aircraft from airborne attack. Condition one combat air patrol watches constitute an aircraft with crew capable of being launched within two minutes to counter any airborne threat. These watches are maintained twenty-four hours a day when in a potential threat area. In addition, the squadron provides escorts for aircraft on photographic and electronic countermeasures missions.

As a component of Carrier Air Wing ELEVEN, VF-114 is temporarily home based at NAS Miramar, California. During 1966, VF-114 spent eight months deployed to the Western Pacific, embarked in USS KITTY HAWK (CVA-63). The remaining four months were spent at NAS Miramar for a normal training cycle which included a one month carrier refresher and Operational Readiness Inspection exercise aboard the USS KITTY HAWK operating off the California Coast, and a two week deployment at NAS Fallon, Nevada for conventional weapons delivery training (SEE ANNEX D). The normal allowance for officer and enlisted personnel is 37 and 226 respectively (SEE ANNEX A AND B).

January 1, 1966 found Fighting 114 in port at Yokosuka, Japan. The spirit of Fighting 114 may best be exemplified by a verse from the traditional New Year's poem recorded in our Squadron Log:

"..... We're trained, tried, and ready,
the best in the fleet.
Bombers unequaled, but Fighters NONE beat.
And the "Laruvarks", this morning, as first
light draws near
Wish you all an unparalleled "Happy New Year!"

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During the Yokosuka in port period, a detachment of 49 squadron personnel and four squadron aircraft were temporarily located at NAS Atsugi. Local training flights were conducted which enabled the flight crews to maintain their proficiency.

The ninth of January found the squadron enroute to Yankee Station¹ to resume combat flying against North Vietnam. During transit to the Gulf of Tonkin, operational training flights were conducted in order to arrive at Yankee Station with our flight crews fully proficient and combat ready. Arriving at Yankee Station on the fourteenth of January, the ship immediately resumed participating in Operation Rolling Thunder². During this combat operating period, as in prior and subsequent periods, divert missions to Steel Tiger³ were flown when weather conditions prevented aircraft from reaching their assigned targets in North Vietnam.

The squadron's first aircraft loss occurred on the thirty-first of January. While engaged in combat operations over LAOS, LT (b) (6) (b) (6), USN, (b) (6), Pilot and LTJG (b) (6), USN, (b) (6), RIO, in F-4B BUNO 152233 received combat damage to their aircraft as a result of enemy antiaircraft artillery fire. The flight crew was able to fly their damaged aircraft to the vicinity of the USS KITTY HAWK and safely eject when the aircraft became uncontrollable. Both crewmen

1 Position in Tonkin Gulf approximately 18 15 N/107 30 E in which carriers operate to launch strikes against DRVN.

2 Code word for armed reconnaissance and strikes against North Vietnam

3 Code name for strike and armed reconnaissance operations conducted in LAOS.

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were picked up by helicopter and returned to the USS KITTY HAWK.

LT (b) (6) sustained no injuries while LTJG (b) (6) received minor leg injuries.

Our Yankee Station operations continued until the fourth of February when the ship set sail for Subic Bay, P.I. for a well deserved rest. The ship arrived in Subic Bay on the fifth of February and squadron personnel began utilizing the recreational facilities at Subic Bay and Cubi Point. Our activities at Subic Bay were tempered somewhat this rest and recreation period by the anticipation of our forthcoming trip to Hong Kong, B.C.C. On the tenth of February, the ship sailed for Hong Kong, arriving on the twelfth for a three day visit. Squadron personnel made advantageous use of the excellent shopping and relaxation facilities in Hong Kong. The ship departed Hong Kong for Yankee Station on the fifteenth of February, content from a pleasant relaxation period and ready once again to carry out our assigned missions. On the seventeenth of February the ship commenced Yankee Station Operations. For three days the squadron carried out its missions with expertise before the ship headed south to Dixie Station⁴ for the first South Vietnam operating period of 1966. The ship arrived at Dixie Station on the twenty-second of February and commenced launching strikes in support of combat operations in South Vietnam. Our Dixie Station operations continued without mishap until the fifth of March when LCDR (b) (6), USN, (b) (6), Pilot, and LT (b) (6), USN, (b) (6), RIO, in F4B BUNO 152224 received

4 Code name for geographical position from which aircraft carriers launch strikes in support of in-country South Vietnam combat operations. Approximately 09-30 N 108-00 E.

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combat damage to their aircraft as a result of enemy action, and were forced to eject in the immediate area of their target. An interservice SAR effort was initiated immediately. In a matter of minutes, both crewmen were picked up by a U. S. Air Force Helicopter and flown to Tan Son Nhut Air Base, South Vietnam. LCDR (b) (6) sustained a minor back injury and LT (b) (6) broke both of his wrists. On the fifth of March the ship departed Dixie Station enroute to Yankee Station to resume combat operations against North Vietnam. The ship commenced Rolling Thunder Operations on the sixth of March and continued until the sixteenth of March when it sailed for Subic Bay, P.I. After twelve days of rest and recreation at Subic Bay, the squadron was ready to begin combat operations again.

On the twenty-ninth of March, the ship departed Subic Bay and steamed for Dixie Station. Arriving on Dixie Station the thirty-first of March the ship resumed launching strikes against targets in South Vietnam. The squadron continued "in-country" operations until the eleventh of April when the ship departed for Yankee Station and tougher flight operations. Arriving on Yankee Station on the twelfth of April, the ship commenced strikes against North Vietnam. On the seventeenth of April the squadron, in conjunction with A-6 aircraft from VA-85, launched a strike against the Hai Dong Railroad and Highway Bridge. As a result of the excellent coordination between the two squadrons and accurate bombing of the flight crews, this vital link between Haiphong and Hanoi was completely destroyed.

On the twenty-sixth of April, the squadron had the misfortune of losing its third aircraft during 1966. While involved in combat operations over North Vietnam, LT (b) (6), USNR, (b) (6), Pilot, and LTJG (b) (6), USNR, (b) (6), RIO, flying in F-4B BUONO 152255, received

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battle damage to their aircraft. They succeeded in flying their damaged "Phantom" back to the vicinity of the USS KITTY HAWK, only to discover that they were unable to lower their main landing gear. Consequently, both crewmen were forced to eject and were picked up by helicopter. LT (b) (6) sustained minor abrasions of the neck and arm and LTJG (b) (6) suffered minor abrasions and a back injury.

On the twenty-ninth of April, the ship departed once more for rest and recreation at Subic Bay, P. I., and arrived in Subic Bay on the thirtieth for a six day in port period. On the sixth of May the ship sailed for the last combat line period of the cruise. Arriving at Yankee Station on the eighth of May, Rolling Thunder Operations were resumed. After fifteen days on Yankee Station the ship departed the Gulf of Tonkin on the twenty-third of May for the trip back to San Diego, California.

The ship arrived in port at Subic Bay, P. I. on the twenty-fourth of May and off-loaded its Yankee Team assets. On the twenty-fifth of May, the ship departed Subic Bay enroute to Yokosuka, Japan arriving there on the twenty-ninth.

On the third of June, twenty-two flight crew personnel were airlifted by MLTS aircraft to the United States while the ship sailed for San Diego, California. With the ship's arrival in San Diego on the thirteenth of June, the squadron moved to NAS Miramar and began a post deployment stand-down period. During this time maximum leave was granted and only a minimum amount of flight operations were conducted.

On the sixth of July a detachment of thirteen maintenance personnel arrived at NAS Alameda, California. They were joined the next day by three of our aircraft and flight crews to conduct fleet services in

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the form of a ULQ-6 exercise. The detachment returned to NAS Miramar on the eighth of July.

With our forthcoming second Vietnam combat deployment only three months away, it was imperative that the squadron make maximum utilization of its time for training. Consequently, on the thirty-first of July the command deployed to NAS Fallon, Nevada for concentrated conventional weapons delivery training. After two weeks of intensive bombing practice the squadron returned to NAS Miramar (SEE ANNEX D).

During September and October our aircraft underwent modifications for the installation of electronic countermeasures equipment, the APR-24 and APR-27. These devices would provide warning capabilities against enemy air defenses in SEASIA and as noted in PART III would reflect significantly in our operating tactics.

While at NAS Miramar our training was oriented towards air-to-air intercept, low level navigation, and conventional weapons delivery. Meanwhile, the squadron was busy preparing for its Administrative-Material Inspection. On the twenty-third of September COMFAIRMIRAMAR inspected the squadron. The squadron received a final overall grade of 91.25.

The squadron embarked in USS KITTY HAWK on the twenty-eighth of September for one month of operations off the California coast. With CVW-11 aboard, we practiced coordinated flight operations similar to those employed in the Gulf of Tonkin. In addition we prepared for our forthcoming Operational Readiness Evaluation. In mid October, the Operational Readiness Evaluation for the ship and the air wing commenced.

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The squadron received a final score of 89.4%. Our excellent Operating period was marred when on the nineteenth of October LT (b) (6), (b) (6), USN, (b) (6), Pilot and LTJG (b) (6), USNR, (b) (6), RIO, flying F-4B BUNO 152995 were involved in a mid-air collision with an A4C aircraft from VA-112. Both LT (b) (6) and LTJG (b) (6) ejected safely from their aircraft and were immediately picked up by a helicopter.

On the twentieth of October, the squadron returned to NAS Miramar and began final preparations for its change of command and deployment to WESTPAC. The change of command ceremony was held at NAS Miramar on the second of November. Commander T. P. MC GINNIS was relieved by Commander H. L. HALLELAND as Commanding Officer of VF-114. As guest speaker, we were honored to have Captain (b) (6), USN, Chief of Staff, COMFAMMIRAMAR. (SEE ANNEX G).

On the fifth of November the USS KITTY HAWK with Carrier Air Wing ELEVEN embarked sailed on its second combat deployment to WESTPAC. During transit, ground training was directed toward discussing combat tactics and the latest air intelligence reports received from SEASIA.

Upon arriving within divert distance of the Hawaiian Islands, flight operations were conducted. The ship arrived in Pearl Harbor, Hawaii on the tenth of November for two days of liberty and conferences. On the twelfth of November, the ship left Pearl Harbor enroute to Yokosuka, Japan.

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On the sixteenth of November the normal steaming routine was interrupted when our condition one CAP was launched against unknown contacts. Two Soviet "BEAR" aircraft were subsequently intercepted. The next day two Soviet "BISON" aircraft were intercepted by our "Phantoms" and closely escorted while the Soviet aircraft were in the vicinity of the ship.

On the nineteenth of November six of our "Phantoms" were launched to NAS Atsugi to form a beach detachment. The ship arrived in Yokosuka the next day and the squadron sent a maintenance crew to NAS Atsugi to join the beach detachment. This gave our flight crews an opportunity to fly operational training flights during the six day in port period. During the squadron's stay in Yokosuka we exchanged combat operational information with our counter-parts from the USS CONSTELLATION and CVW-15.

On the twenty-sixth of November, the ship departed Japan for Subic Bay, P.I. Since airfields were continually within divert distance, the ship was able to conduct operational training flights in transit. The ship arrived in Subic Bay, P.I. on the first of December. An airwing maintenance detachment with LTJG (b) (6), USN, as Officer-in-Charge, was established at NAS Cubi for support of the Squadrons' aircraft. Aircraft due for major check were offloaded.

On the second of December, the ship departed Subic Bay for the Gulf of Tonkin and arrived on Yankee Station two days later. Rolling Thunder operations were commenced on the fourth of December. Poor weather conditions, a result of the oriental

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monsoon season, necessitated the diversion of strikes to Steel Tiger. On the thirteenth of December the KITTY HAWK was assigned its first major target, the Van Dien Vehicle Repair and Storage Depot located 5 miles from Hanoi. Minimal weather conditions prevented the first strike from completely destroyed the target, so a re-strike was launched the next day. This time bomb damage assessment verified that a major portion of the target had been destroyed (SEE ANNEX E). Early in the morning of the twentieth, the fighting "Aardvarks" were credited with their first destruction of an enemy aircraft when LT (b) (6), and LTJG (b) (6), his Radar Intercept Officer were "scrambled" on condition one CAP. Vectored on an unknown "bogey", they successfully fired their AIM-7E "SPARROW III" missile and visually observed the exploding enemy aircraft (SEE ANNEX E).

Calendar Year 1966 ended with the Fighting "Aardvarks" of VF-114 at sea embarked in USS KITTY HAWK actively engaged in the Vietnam Conflict.

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PART III

LESSONS LEARNED, CONCLUSIONS, AND RECOMMENDATIONS

A. Combat Operations (January to May 1966)

(1) Never fly over land without a wingman.

(2) Never make multiple passes in the same target area.

The air defenses have proven to be more accurate during the second and subsequent passes.

(3) When possible, plan to fly across rather than parallel to roads, railways, and rivers on a reconnaissance mission. Never end a route segment at a highly defended area. Cross major threat areas early because of the enemy's advance warning capability and his excellent communication system.

(4) Avoid flying directly under or immediately over an overcast layer because of the enemy's ability to set his flak fuses for detonation at or around the cloud base and the inherent surprise of antiaircraft artillery fire and surface-to-air missile firing when directly above an overcast.

(5) Flight maneuvering (jinking) should be conducted at all times over land while enroute to and retirement from a target. Maintain 380 to 420 KIAS for excellent aircraft performance.

(6) Operate between 3000 and 5000 feet. Operations below 3000 feet increase the accuracy of the enemy's small arms and automatic weapons fire while operating above 5000 feet increases his surface-to-air missile kill probability.

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(7) Reduce the time between pop-up and actual weapon delivery to a minimum. Do not linger at top of the pop-up where exposure is the greatest.

(8) The low (3000 feet) weapon release altitude resulted in greater pilot accuracy and consequently higher target coverage ratio.

B. Combat Operations (December 1966) - The basic tactics learned from experience gained during combat operations in early 1966 were initially employed for the first few weeks in December. However the improved accuracy and increasing number of enemy small arms, automatic weapons, antiaircraft artillery batteries and surface-to-air missiles and the addition of the APR-27 in our aircraft changed those tactics somewhat. At the end of the year we had raised our operating altitude between 4000 and 6000 feet and our bomb release altitude to 5000 feet. The increase in delivery altitude did not detrimentally effect our bombing accuracy but did allow us to pull out at a less vulnerable altitude. Although the higher operating altitudes created a greater exposure to SAMS, the APR-27 warning system provided us with ample time to evade the missiles. Consequently our missions were completed with the same degree of success.

C. Maintenance - Because of the demanding multi-mission role of the F-4B as a fighter/bomber, full system capacity is essential. If the radar capability is neglected in order to facilitate launching of bombing sorties, it is possible for the weapons:

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system to become so degraded that maintenance personnel can not bring the system up to meet the criteria of a combat interceptor.

The APR-27 system installed in our aircraft proved to be completely satisfactory with a high degree of reliability and ease of maintenance. The four APR-24 systems have proven to be completely unsatisfactory for F-4B utilization. The APR-24 is unsuited for the complex electronic environment existing in the Gulf of Tonkin and is extremely difficult to maintain. As of the end of calendar year 1966 we are anticipating removal of the system unless marked improvement is recognized.

D. Administrative - In July the squadron allowance for aircrews was increased from fourteen to seventeen. It was found that this increase resulted in greater crew efficiency and better squadron morale.

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LIST OF OFFICERS (1966)

<u>NAME/RANK</u>	<u>DATE REPORTED</u>	<u>DATE DETACHED</u>
CDR T. P. McGINNIS	24 NOV 65	2 NOV 66
CDR H. L. HALLBLAND	7 DEC 65	
CDR (b) (6)	6 JUL 66	
LCDR (b) (6)	26 JUN 64	30 JUN 66
LCDR	3 SEP 65	
LCDR	23 AUG 65	Died 19 JAN 67
LCDR	29 DEC 66	22 AUG 66
LCDR	19 SEP 66	
LCDR	25 FEB 66	
LCDR	5 JUL 66	
LT (MC) (b) (6)	8 JAN 65	22 AUG 66
LT (b) (6)	8 APR 63	24 MAY 66
LT	6 APR 64	10 MAY 66
LT	23 MAY 65	24 APR 66
LT	23 MAY 63	2 APR 66
LT	5 MAY 65	
LT	21 MAY 65	
LT	27 JUL 63	5 JUL 66
LT	3 JAN 64	20 OCT 66
LT	27 AUG 64	
LT	23 OCT 63	2 APR 66
LT	27 MAR 66	
LT	16 AUG 66	
LT	16 AUG 66	

LT (b) (6)	29 AUG 66	
LT	2 SEP 66	
LT	23 OCT 66	
LT	17 FEB 66	
LTJG (b) (6)	25 NOV 63	15 APR 66
LTJG	17 MAR 64	5 NOV 66
LTJG	7 NOV 64	17 AUG 66
LTJG	10 FEB 64	15 AUG 66
LTJG	19 MAR 65	15 AUG 66
LTJG	19 JAN 65	
LTJG	19 MAR 65	19 AUG 66
LTJG	24 JUL 65	13 AUG 66
LTJG	16 AUG 65	20 OCT 66
LTJG	1 MAR 65	4 AUG 66
LTJG	14 JUL 65	11 OCT 66
LTJG	3 MAR 65	4 OCT 66
LTJG	12 MAR 65	
LTJG	30 SEP 65	
LTJG	30 SEP 65	
LTJG	22 FEB 66	
LTJG	27 MAR 66	
LTJG	24 APR 66	
LTJG	20 JAN 66	
LTJG	20 JUN 66	

LTJG (b) (6)

28 JUL 66

LTJG

25 AUG 66

Died 19 JAN 67

LTJG

25 AUG 66

LTJG

2 SEP 66

LTJG

2 SEP 66

LTJG

9 SEP 66

LTJG

27 SEP 66

LTJG

30 SEP 66

LTJG

24 OCT 66

LTJG

4 NOV 66

ENS.

24 OCT 66

Fighter Squadron 114 (VF-114) Personnel ONBOARD During 1966

25 APR 67

<u>NAME</u>	<u>SERV NO.</u>	<u>RATE</u>	<u>REPORTED ONBD</u>	<u>TRANSFERRED</u>
(b) (6)	(b) (6)	TN	23 SEP 63	
		KE3	9 APR 63	25 MAY 66
		AME1	13 OCT 65	
		AQF2	25 JUN 64	24 OCT 66
		ADJ3	30 JUN 65	28 OCT 66
		AE2	15 SEP 65	
		AK2	18 APR 62	25 MAR 66
		AMH3	16 SEP 64	25 MAR 66
		ANSAN	11 NOV 66	
		ASC	11 AUG 65	
		AMH3	25 APR 63	8 JUL 66
		AME1	12 JUL 66	
		W	30 NOV 66	
		ATN3	22 NOV 65	
		ATE2	5 FEB 66	
		AE1	17 JUL 63	8 JUL 66
		AE1	14 JUL 65	
		AQF3	25 JUN 64	4 NOV 66
		AN	23 NOV 66	
		ADJC	12 MAY 65	11 NOV 66
		AE1	16 JUN 65	
		AN	8 SEP 65	27 OCT 66
		AL	21 JUN 66	
		AT1	22 JAN 64	8 JAN 67
		AMH3	16 DEC 64	7 JAN 66
		AQC	17 MAR 66	31 OCT 66
		ADJ2	22 NOV 65	
		AQF2	2 MAY 66	
		AMH3	23 MAR 62	7 JAN 66
		AQF2	17 MAR 65	
		YN3	21 JUL 66	13 NOV 66
		AE3	10 APR 63	25 MAY 66
		AO3	14 JUN 64	2 SEP 66
		AA	27 APR 65	4 NOV 66
		AQ1	1 JUL 65	
		AE3	31 DEC 66	
		AQ1	29 MAY 63	1 AUG 66
		AME2	12 AUG 64	18 FEB 67
		AN	22 NOV 65	
		AMH3	6 MAY 64	12 APR 66
		AN	12 MAR 62	25 MAR 66
		ADJ3	18 AUG 65	
		AO3	29 MAR 62	25 MAR 66
		AMH3	6 MAY 64	27 OCT 66
		AME3	22 JAN 66	
		AE2	24 APR 63	22 JUL 66
		ADJ1	3 JUL 63	
		AQF2	26 DEC 62	7 JAN 66
		AMH3	7 MAR 62	9 FEB 66
		AME2	2 MAY 66	2 APR 67

(b) (6)

(b) (6)

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AMHC	17 MAR 66	
AQF2	23 NOV 65	
ADJ3	28 APR 65	
ADJ2	5 MAY 65	1 AUG 66
AE2	24 MAR 66	
AN	20 FEB 66	
AE2	30 JUN 66	
AMH3	23 NOV 65	
AMH3	3 FEB 65	
AA	30 SEP 65	
ADJ1	27 OCT 66	
YN3	3 SEP 64	9 AUG 66
ADJ3	25 JUN 64	9 FEB 66
AO3	21 APR 65	
AME3	24 MAY 66	
AMH3	2 JUL 65	
AQCS	31 MAR 65	
AD1	6 DEC 61	7 JAN 66
TI	28 MAY 65	
ADJ1	29 SEP 65	6 APR 67
AMS2	19 JAN 63	12 SEP 66
AMS1	5 FEB 66	
AMH1	24 MAY 66	
HM2	22 MAR 66	15 SEP 66
ADJ1	10 APR 63	29 SEP 66
SN	5 AUG 66	
ATN3	5 FEB 66	
ADJAN	29 MAR 62	27 MAR 66
AME1	1 SEP 64	5 AUG 66
AECS	10 APR 63	2 APR 67
AE2	9 APR 63	1 OCT 66
AMH3	8 JUL 65	12 APR 66
ADJ3	29 JUN 65	
AA	28 DEC 65	18 AUG 66
AA	5 FEB 66	
AQF3	5 MAY 65	17 OCT 66
ADJ1	15 OCT 65	17 OCT 66
AMS3	9 DEC 65	
SA	6 SEP 66	
TN	6 SEP 65	
AQ1	24 APR 63	4 JUL 66
AMH3	18 AUG 65	
AO 3	3 JAN 66	1 SEP 66
AQF3	6 FEB 63	7 JAN 66
ADJ3	21 JUN 66	
ATN2	1 SEP 66	
ADJ3	8 MAR 66	
ADJ3	31 MAR 65	
AMS2	14 JUN 66	
SN	5 JAN 65	24 JUN 66
ATN2	9 APR 63	27 JUN 66
ADJ3	7 APR 64	
AMH3	5 FEB 66	
AO3	5 FEB 66	3 NOV 66
ADJ3	10 SEP 62	19 APR 66
ADJ3	6 JAN 65	9 FEB 66

UNCLASSIFIED

(b) (6)

(b) (6)

UNCLASSIFIED

AN	25 JAN 63	8 JUL 66
AQF2	9 APR 63	29 JUN 66
AE3	25 DEC 65	25 MAR 66
ADJ3	17 SEP 66	
AMS3	3 MAR 65	
AE3	22 JUN 66	
AME3	24 APR 66	
ADJAN	1 NOV 66	
AN	20 FEB 66	
AN	21 MAR 62	25 MAR 66
AME3	1 SEP 65	
AN	7 JAN 65	
AK3	14 JUN 64	9 APR 66
AA	20 JUL 66	13 JAN 67
YN3	23 APR 65	8 MAR 67
PR3	27 AUG 64	16 AUG 66
AA	16 DEC 65	30 APR 66
AQF2	27 MAR 66	
AQF3	17 FEB 65	
A03	8 OCT 64	
ABJAN	9 APR 63	27 OCT 66
AMS3	4 AUG 65	
AME1	5 SEP 65	30 SEP 66
AME1	5 SEP 65	30 SEP 66
PN#	22 SEP 64	24 OCT 66
AE2	5 FEB 66	
AQC	5 MAR 65	
AEC	25 NOV 64	30 JUN 66
AM	17 AUG 66	
AMH3	24 DEC 63	
AMS3	9 DEC 65	1 JUN 66
AMS3	15 MAY 63	15 JUL 66
AM3	22 JUL 65	1 NOV 66
AMS2	15 MAR 64	
AN	19 MAR 62	5 MAR 66
AMS3	25 NOV 63	27 OCT 66
AQC	14 OCT 66	19 OCT 66
AE3	14 OCT 64	29 AUG 66
AMH3	1 JUL 65	25 MAR 66
AMS1	25 MAY 66	
AL	1 MAY 65	
AOAN	24 MAR 62	25 MAR 66
AMS3	14 JUN 64	1 MAY 66
AK2	24 JUL 66	
AN	22 NOV 66	
AEC	24 MAR 65	
AN	21 MAR 62	25 MAR 66
AZAN	6 AUG 66	
AN	14 JUN 66	
ABJAN	1 SEP 65	31 OCT 66
AMH3	14 JUN 64	29 JAN 66
AQF2	9 APR 63	25 MAR 66
AQF3	17 MAR 65	27 OCT 66
AE2	5 FEB 66	
SN	20 SEP 66	
ADJ3	24 JAN 63	1 JUL 66
A03	14 JUN 66	

IV-B-3

UNCLASSIFIED

(b) (6)

(b) (6)

UNCLASSIFIED

ADJ2	22 JAN 66	28 OCT 66
AMH3	6 MAR 62	9 FEB 66
AN	20 FEB 65	31 OCT 66
ADJ2	28 JUN 65	
AK1	12 AUG 65	
ADJ3	25 JAN 66	
AE3	29 SEP 65	
AQCS	3 JUL 63	1 JUL 66
AE1	8 OCT 65	18 FEB 67
PR3	6 JAN 65	29 AUG 66
AMH1	1 DEC 61	30 JUN 66
AO3	22 JAN 66	
AN	1 SEP 65	
PN2	2 SEP 66	
SN	30 APR 65	25 MAR 66
ADJ1	27 OCT 66	
PR3	6 JAN 65	
CYN3	2 FEB 65	28 OCT 66
ATC	17 FEB 65	
AE3	7 APR 65	
AO3	20 JUN 66	31 OCT 66
ADJ2	11 AUG 65	1 NOV 66
ABH2	15 JUN 66	
AQF2	25 JUN 64	29 JUL 66
SN	4 AUG 66	
AMCS	30 APR 63	30 JUN 66
AQF2	27 OCT 66	
AME2	20 FEB 66	3 NOV 66
AC	9 DEC 64	
ADJ2	15 DEC 62	30 JUN 66
ABH3	20 OCT 66	
ADCS	23 DEC 66	
SN	5 FEB 66	
AN	23 FEB 63	4 OCT 66
ATCS	22 JUL 64	13 JUN 66
AZ2	31 JUL 64	1 NOV 66
PR1	9 APR 63	7 JAN 66
AZ3	14 FEB 64	26 JUL 66
AMH3	22 JUL 64	1 MAY 66
AZ3	25 AUG 65	
AMH2	22 JUN 66	18 FEB 67
AMH3	9 APR 63	28 JUN 66
AMS1	5 OCT 65	
YN2	10 JUL 62	24 JUN 66
AZ3	30 JUN 64	1 NOV 66
AME2	28 OCT 64	3 NOV 66
AE3	9 APR 63	29 JAN 66
YN2	17 APR 66	
AF2	24 OCT 66	
PR3	1 MAY 63	16 AUG 66
AN	25 JUN 64	25 MAR 66
AE3	22 JUN 66	
ADJ3	26 FEB 63	25 MAR 66
ADJ1	21 OCT 66	
AME1	21 JUN 66	
AO2	23 JAN 66	
ADCS	12 MAR 65	31 OCT 66

IV-B-4

UNCLASSIFIED

(b) (6)

(b) (6)

UNCLASSIFIED

ADJ3	15 MAR 64	23 JUN 66
AK1	11 AUG 66	
AO3	18 AUG 65	13 SEP 66
AN	24 APR 66	
ADJ1	23 SEP 66	
AN	5 FEB 66	
AE1	8 FEB 66	6 FEB 67
AQF2	2 SEP 64	27 MAR 67
PR3	2 NOV 64	
AZAN	28 OCT 66	
AE3	9 APR 63	24 JUN 66
AME2	30 SEP 64	29 JUN 66
ATN2	28 JUL 65	
AO3	22 SEP 66	14 JAN 67
AQF3	8 OCT 65	
AN	21 JUN 66	
AZ3	31 JAN 65	7 JAN 66
AZ2	26 JUL 64	1 NOV 66
AFAN	9 APR 63	22 MAR 66
AOAN	23 JUN 66	
AO3	26 JUL 66	14 SEP 66
AZ1	19 OCT 66	
ADJ1	18 MAY 63	27 OCT 66
ADJAN	22 JUN 66	
AE3	16 SEP 64	12 APR 66
ADJ3	17 MAR 63	
ADJC	13 AUG 63	7 JAN 66
PN3	25 SEP 65	
PR1	8 AUG 66	
AQF2	8 FEB 66	
AQF3	27 JUN 64	29 AUG 66
AMS1	28 DEC 65	
ATN3	17 AUG 66	
ADJ3	7 APR 64	31 AUG 66
AQF3	22 SEP 65	
AQF3	17 MAR 65	
ADJ1	22 JUL 64	3 OCT 66
AEC	12 DEC 65	
AME3	1 SEP 65	
ADJ1	5 JUN 63	1 OCT 66
PRAN	28 JUL 66	
PRAN	29 JUL 66	
AOAN	25 AUG 66	
AN	27 MAY 65	
AQF3	31 JUL 63	24 JUN 66
ADJ1	1 JUL 66	
PN2	8 SEP 64	1 OCT 66
CS1	5 FEB 66	
PR2	5 FEB 66	21 OCT 66
AMS3	1 MAY 63	29 JUL 66
HM2	14 MAY 65	29 JAN 66
PN3	13 FEB 64	6 OCT 66
AZ3	15 AUG 64	12 AUG 66
AMHC	1 MAY 63	
AE3	27 OCT 66	
AEC	17 FEB 65	7 SEP 66
AO1	3 JUN 63	31 OCT 66

IV-B-5

UNCLASSIFIED

(b) (6)

(b) (6)

UNCLASSIFIED

ABHL	30 NOV 64	29 SEP 66
AN	13 DEC 66	
AEAN	24 AUG 66	11 SEP 66
AO1	15 MAR 64	
AMHC	19 APR 63	
FRAN	28 JUL 66	
AMHC	25 JUN 64	
AN	7 APR 64	27 APR 66
AZ3	30 MAR 65	27 OCT 66
AE3	22 JUL 64	
AMH2	28 MAR 64	
AMS2	3 MAR 65	
AE3	24 AUG 66	
YN3	3 NOV 66	
AO3	3 MAR 65	
AQF2	10 FEB 65	
AE2	9 APR 63	1 NOV 66
ATR2	28 JUL 65	25 AUG 66
AQF3	24 MAY 66	
FR1	25 AUG 65	15 SEP 66
ADJ3	15 SEP 65	26 SEP 66
AQF3	6 MAY 64	7 JAN 66
AMS3	5 OCT 66	1 OCT 66
ADJ3	21 JUL 65	1 OCT 66
AMSC	10 SEP 63	1 NOV 66
AMS3	28 JUL 64	16 APR 66
AQF2	23 JUN 64	3 NOV 66
ATR3	27 JUL 66	
SD3	10 APR 65	
ATN2	16 SEP 65	5 AUG 66
AT1	6 OCT 65	
AO1	15 JUN 66	
AQF3	15 AUG 63	7 JAN 66
AN	2 OCT 65	
AMEAN	8 SEP 65	
YN3	3 AUG 65	
ATN3	4 AUG 65	6 SEP 66
HM2	2 SEP 66	
AMH2	22 JUL 64	7 JAN 66
ADJ3	5 MAY 65	
AMS3	25 JUN 64	15 AUG 66
AMHC	22 JUL 66	1 SEP 66
AQF3	25 JUN 64	16 SEP 66
AQF2	15 MAR 64	26 OCT 66
AQF3	7 JUL 65	
AMS1	16 DEC 65	
AMH3	15 OCT 65	
PR3	17 OCT 66	
AOAN	29 SEP 66	
AMH3	16 DEC 65	
AME3	21 MAY 65	
ATN3	2 OCT 66	
ADJ2	25 JUN 64	1 NOV 66
AE3	6 JAN 65	26 AUG 66
AMH3	25 JUN 64	
ADJ3	22 NOV 65	
ADJ1	17 JUL 63	1 NOV 66

IV-B-6

UNCLASSIFIED

(b) (6)

(b) (6)

UNCLASSIFIED

AMH2	5 APR 66	
AN	27 MAY 65	31 OCT 66
AMEAN	9 DEC 65	
AMS1	5 JUN 63	24 OCT 66
AQF2	11 SEP 63	27 JUN 66
ADJ3	27 JUL 66	1 SEP 66
AA	22 NOV 65	
ATN3	8 SEP 66	
AMH2	8 JUL 65	
AT1	13 OCT 65	24 OCT 66
AQF2	15 SEP 65	
ADJ3	22 NOV 65	6 APR 67
PRC	23 JUN 65	3 NOV 66
ADJ3	27 APR 65	
AN	5 FEB 66	
AME3	24 MAY 66	
AMSAN	7 SEP 66	
ADJAN	24 APR 66	
AE3	8 SEP 66	
AQE3	22 JUN 66	
AQFAN	27 MAR 66	
AO3	9 DEC 65	
ADJG	7 AUG 63	29 JUL 66
ATN3	20 FEB 65	
ADJ3	14 JUN 66	1 OCT 66
ADJ2	10 SEP 62	6 MAR 66
AMH2	29 JUN 66	1 APR 67
ATN3	21 JUL 65	14 OCT 66
AMS3	27 MAR 66	
AO2	18 JUN 65	
AE3	25 JUN 64	16 SEP 66
AE2	19 MAR 66	6 APR 67
AN	17 MAR 66	
AEC	18 APR 64	
AO2	19 JUN 63	28 FEB 67
AKC	12 DEC 65	26 SEP 66
AMH3	20 JAN 65	
ATR2	5 MAY 65	
PNC	16 OCT 65	
AQCS	18 OCT 65	
SN	20 SEP 66	
ADJAN	20 JUL 66	
AME1	15 SEP 65	19 SEP 66
AME1	20 APR 65	9 SEP 66

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FLIGHT STATISTICS (1966)

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MONTH	SORTIES	FLT HRS	CAT SHOTS	ARR LOGS
JAN	316	537	306	312
FEB	275	468	265	265
MAR	223	379	213	213
APR	391	665	371	365
MAY	395	672	385	385
JUN	50	86	5	0
JUL	193	381	0	0
AUG	362	464	0	0
SEP	267	400	79	79
OCT	290	524	228	238
NOV	77	109	75	76
DEC	357	643	351	351
TOTAL	3,192	5,328	2,278	2,284

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ORDNANCE EXPENDITURES (1966)

	MK81	MK82	LAU	LAU	MK83	CBU	MK76	MK166	SPARROWS	SIDEWINDERS	MK24	TOTAL NO.	TOTAL LBS
*JAN	64	13	48		16		35				32	207	64,655
*FEB	218		34		8	38					29	327	119,694
*MAR	223				100	24					18	405	216,521
*APR	605	424	46	94	34	4					5	1212	526,571
*MAY	314	468	48	4	84							918	462,618
JUN													
JUL													
AUG			685				1075	247		4		2011	46,646
SEP							107		7	7		121	7,050
OCT	152			152			133		8	10	34	189	74,349
NOV	6											6	1,554
*DEC	915	243	214	144					1		12	1529	285,128
TOTAL NO	2497	1147	8095	688	282	66	1350	247	16	21	130	7225	
TOTAL LBS	736,615	654,937	198,516	224,076	277,770	56,892	6,750	1,235	6,460	3,990	3,120		2,160,451

* - DENOTES COMBAT EXPENDITURES

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IV-C-2

LIST OF AWARDS AND RECIPIENTS

<u>NAME</u>	<u>DISTINGUISHED FLYING CROSSES</u>	<u>AIR MEDALS</u>	<u>NAVY COMM. MEDAL</u>	<u>MISCELLANEOUS AWARDS</u>
MC GINNIS, T. P., CDR	1	10	1	Bronze Star
HALLELAND, H. L., CDR	1	12	1	
(b) (6) LCDR		5	1	Purple Heart
(b) (6) LCDR		6	1	
(b) (6) LCDR	1	10	1	
(b) (6) LCDR	1	10	1	
(b) (6) LCDR		6	1	
(b) (6) LT		10	1	
(b) (6) LT		5		Purple Heart
(b) (6) LT	1	7		
(b) (6) LT	1	8	1	
(b) (6) LT		8	1	
(b) (6) LT		5	1	Purple Heart
(b) (6) LT		6		
(b) (6) LT		8	1	
(b) (6) LT		3		
(b) (6) LT		6	1	
(b) (6) LT		10	1	
(b) (6) LT		10	1	
(b) (6) LTJG		9	1	
(b) (6) LTJG		10	1	
(b) (6) LTJG		10	1	
(b) (6) LTJG		8	1	Purple Heart
(b) (6) LTJG		12	1	
(b) (6) LTJG		12	1	
(b) (6) LTJG	1	12	1	
(b) (6) LTJG		10		
(b) (6) LTJG		10		
(b) (6) LTJG	1	12		
(b) (6) LTJG		12		
(b) (6) LTJG		10		
(b) (6) LTJG		6	1	
(b) (6) LTJG		1		
(b) (6) LTJG		4		
(b) (6) LTJG			1	
(b) (6) AQSC				SECNAV COMMENDATION
(b) (6) AMSC				SECNAV COMMENDATION
(b) (6) AESC				SECNAV COMMENDATION
(b) (6) AMEC				SECNAV COMMENDATION
(b) (6) AEL				SECNAV COMMENDATION

UNCLASSIFIED

Commanding Officer
FTRON 114 (CF-114)
Head Post Office
San Francisco, Calif.
15 July 1966

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Exercise
OPERATION ORDER
FTRON 114 No. 1-66

Reference: (a) COMNAVSTA/COMNAVSTA INST 3120.1H
(b) NAAS Fallon INST 3120.1D

Time Zone: Use time zone plus seven (Tango) throughout.

Task Organization:

- a. Fighter Squadron 114
- b. Fighter Squadron 114 Det. "A" ODR T. P. MacG...
LTJG (b) (6)
- c. Fighter Squadron 114 Advance/Post Deployment Party

1. Situation. During the period 27 July through 14 August 1966, Fighter Squadron 114 will be deployed to NAAS Fallon for Air to Ground Conventional Weapons Training and Close Air Support.

a. ENEMY FORCES

None

b. FRIENDLY FORCES

- (1) NAAS Fallon and associated target facilities.
- (2) Continental United States and its allies.

c. Attachment and Detachment

None

2. Mission To increase the combat readiness of FTRON 114 by providing concentrated training in conventional weapons delivery and close air support techniques and to develop procedures for a co-ordinated strike mission. Live weapons will be employed during the second week of training. In the event of adverse weather, airborne intercept training will be scheduled.

3. Execution The deployment of forces will commence on Wednesday, 27 July and proceed in accordance with instructions contained in annex A. Conduct of operations at NAAS Fallon will be in accordance with reference (b) and scheduled in accordance with annex E.

a. Fighter Squadron 114

- (1) Deploy to NAAS Fallon for Conventional Weapons Training.
- (2) Upon completion of Conventional Weapons Training return to NAS Miramar.

b. FTRON 114 Det "A"

Activate on 31 July and remain at NAS Miramar.

c. FTRON 114 Advance/Post deployment party

- (1) Proceed to NAAS Fallon on 27 July.
- (2) Depart NAAS Fallon on 12 August and return to NAS Miramar.

X Coordinating Instructions

- (1) This operation order is effective for planning purposes and is subject for execution on 27 July 1966.
- (2) This operation order is subject to change daily.

4. Administrative and Logistics

- a. Administration in accordance with annex E.
- b. Logistics in accordance with annex D.

5. Command and Signal

- a. Communications in accordance with annex C.
- b. CDR T. P. MacG... Commanding Officer

Group 4

Group 4

Group 4

ANNEXES

- A Deployment of Forces
- B Administration
- C Communications
- D Logistics Plan
- E Air Operation
- F Personnel Plan



T. P. MCGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

Group 4
Downgraded at 3 year intervals
Unclassified after 12 years

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ANNEX A

DEPLOYMENT OF FORCES

DATE/TIME	
270600	Muster advance party personnel at NAS Miramar Operations for airlift to Fallon.
280700	Launch one A/C with advance liaison Officer, LT (b) (6) to Fallon.
290700	Load surface lift equipment for shipment to Fallon.
300800	Airlift of ground support equipment to Fallon.
310700	Muster main body personnel at NAS Miramar Operations for airlift to Fallon.
311300	Launch squadron aircraft for fly-off to Fallon.
311500	Aircraft maintenance as required.
010600	Operational brief for aircrews.
010800	Commence normal air operations in accordance with daily flight schedule.
011100	Commanding Officers arrival conference to be held in Commanding Officers Office NAAS Fallon
111400	Commanding Officers departure conference (agenda items re Fallon Admin 101200)
120900	Launch squadron aircraft for fly-off to Miramar.
121200	Surface lift equipment to NAS Miramar.
121300	Personnel airlift to NAS Miramar.
121500	Launch one squadron aircraft with post deployment party.

T. P. McGinnis

T. P. MCGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

Group 4
Downgraded at 3 year intervals
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ANNEX B

ADMINISTRATION

1. General


- a. FITRON 114 Administration will remain at NAS Miramar as part of Detachment Alpha. Administration functions to be performed are outlined in appendices I through V to this annex.
- b. Selected FITRON 114 personnel TAB to NAS Miramar will remain at NAS Miramar as part of detachment Alpha.

2. The Administrative Officer Shall:

- a. Reproduce and distribute the operation order and select portions for wide dissemination where appropriate.
- b. Prepare orders and leave papers as required to have written orders.
- c. Ensure timely submission of reports.
- d. Ensure the preparation and dissemination of daily watch bill at NAS Fallon.

APPENDICES

I	FITRON 114 Detachment Alpha
II	Uniform Regulations at NAS Fallon
III	Squadron Duty Officer Watch Bill
IV	Roster of Officers
V	Roster of Enlisted Personnel


T. P. MCGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

Group 4
Downgraded at 3 year intervals
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Appendix II to Annex B
Uniform Regulations for NAS Fallon

AUTHORIZED UNIFORMS

1. Officers & Chief Petty Officers

UNIFORM OF THE DAY

Service Dress Khaki
Service Dress White
Tropical White Long
Tropical Khaki Long

WORKING UNIFORM

Service Dress Khaki
Tropical Khaki Long
Tropical White Long
Khaki Working

2. Other Enlisted Personnel

UNIFORM OF THE DAY

Service Dress White
Tropical White Long

WORKING UNIFORM

Service Dress White
Tropical White Long
Undress White ALPHA (short sleeved shirt
white optional)
Dungaree Working (short sleeved shirt
chambray optional)

3. Civilian Clothing

a. On Board Station: Appropriate civilian clothing may be worn by all officers and all petty officers throughout the station except in the general mess while in a liberty status. Chief petty officers and petty officers first class may wear appropriate civilian attire in the general mess when not on duty. Petty Officers second and third class may wear appropriate civilian attire in the general mess on Saturdays, Sundays, and holidays. Other enlisted personnel are authorized to wear civilian clothing on the station only during these periods while traveling to and from the main gate, west gate or north gate, except as noted below:

- (1) While attending church services
- (2) In public quarters and immediate area
- (3) While engaged in recreational activities that would unduly soil the uniform of the day.

b. Ashore

Appropriate civilian attire may be worn ashore by all hands while in a liberty status. Such attire shall be appropriate to the occasion and to the activity in which the person is participating.

T. P. McGinnis

T. P. MCGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

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Appendix III to Annex E
1. Squadron Duty Officers Watch Bill

31 JUL SUN	Fallon	LTJG (b) (6)	(upon arrival)
	Miramar	LTJG	(secure after fly-off)
1 AUG MON		LTJG	
2 AUG TUES		LTJG	
3 AUG WED		LTJG	
4 AUG THUR		LTJG	
5 AUG FRI		LTJG	
6 AUG SAT		ENS	
7 AUG SUN		LTJG	
8 AUG MON		LTJG	
9 AUG TUE		LTJG	
10 AUG WED		LTJG	
11 AUG THUR		ENS	
12 AUG FRI	Fallon	LTJG	
	Miramar	LTJG	
13 AUG SAT		LTJG	
14 AUG SUN		LTJG	
15 AUG MON		LTJG	

2. All changes in the watch bill shall be made with the approval of the Senior watch officer.

T. P. McGinness

T. P. MCGINNESS
 CDR USN
 Commanding Officer
 Fighter Squadron 114

Appendix IV to Annex B

Roster of Officers

<u>NAME</u>	<u>RANK</u>	<u>FILE/DESIG</u>	<u>INITIAL</u>
(b) (6)	CDR	(b) (6)	(b) (6)
	CDR		
	CDR		
	LCDR		
	LCDR		
	LCDR		
	LCDR		
	LCDR		
	LT(MC)		
	LT		
	LT		
	LT		
	LT		
	LT		
	LTJG		
	LTJG		
	LTJG		
	LTJG		
	LTJG		
	LTJG		
	LTJG		
	LTJG		
	LTJG		
	LTJG		
	LTJG		
	LTJG		
	LTJG		
	LTJG		
	ENS		
	ENS		
	ENS		

T. P. McGinnis

T. P. MCGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

Fighter Squadron 114 (VF-114)
FPO San Francisco 96601

FALLON DEPLOYMENT

FALLON ROSTER

NAME

SERV NO

APPENDIX V TO ANNEX E

RATE

(b) (6)

AMEC

AME1

AMN3

AE2

ADJC

AE1

AN

AN

ADJ2

AO3

AA

AA

ADJ3

AMMAN

ADJ1

AMN2

AMHC

ADJ

AE2

AE2

AMH3

AMH3

AA

AO3

AMMAN

TR

ADJ1

AMS1

HM2

AECS

ADJ3

AA

ADJ1

TR

AN

ADJAN

AMS2

AMEAN

AO3

AEAN

AMEAN

AA

AMEAN

AN

SN

AN

AMSAN

PN3

AME3

AMS3

AMS3

AO3

AMS1

AO3

AN

SN

ADJ3

AN

ADJ2

ADJ3

AE1

PR3

AO3

SN

AE1

AE2

AE2

(b) (6)

AN
AMS2
AEA4
AQF2
AME2
AO2
AO3
AN
AA
AQF3
AA
AZ2
AOAN
ADJ1
ADJAA
ADJAN
AQF3
AOC
AQFAN
AQF3
AEC
AME3
ADJ1
HR2
AQF3
A01
A01
AMIC
~~AZ3~~
AE3
A03
ATR2
AE2
~~PR1~~
AQFAN
ADJ3
AISC
AQF2
SD3
AT1
A01
SN
ATN3
AMS1
AMHAN
AMH3
AMEAN
AE3
ADJAN
AMH2
AN
AMEAN
AA
ADJ2
AMH2
PRC
AA
ADJAA
A03
ADJ3
AMS2
AMSAN
A01
AEC
AEC
A02
AKG
ATR3
ADJAN
AZAN
PRAN

T. P. MORRIS
CDR USN
Commanding Officer
Fighter Squadron 114

(b) (6)

LCDR USN
Administrative Officer

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ANNEX C

COMMUNICATIONS PLAN

1. Aircraft Frequency Plan: The UHF Frequency/Channel assignments to be utilized during the Fallon deployment are contained in Appendix I to this Annex. Aircraft will be channelized after arrival at NAAS Fallon and prior to first scheduled flight.
2. Movement Report: The Communications Officer will prepare the movement report in accordance with the Supplement to NWIP 10-1 (A), and current directives for release by the Commanding Officer.
3. Classified Material: The CMCO will provide for the security of all classified material.
4. Message Traffic: Current FTRON 114 Instructions will remain in effect subject to NAAS Fallon Instructions and directives.

APPENDIX I TO ANNEX C

FREQUENCY/CHANNEL ASSIGNMENTS

<u>CHANNEL</u>	<u>FREQUENCY</u>
1	344.3
2	265.8
3	380.3
4	315.6
5	300.4
6	309.8
7	281.8
8	342.9
9	263.6
10	382.8
11	340.2
12	267.4
13	271.4
14	315.6
15	362.6
16	237.1
17	340.2
18	360.2
MANUAL	
GUARD	243.0

J. P. McGinnis
T. P. MCGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS


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ANNEX D

LOGISTICS PLAN

1. On 29 July 1966 equipment of approximately 2,275 cubic feet and 22,206 pounds will be loaded at the Northeast corner of Hanger K-277 at approximately 0700 T. Equipment will be delivered approximately 1800 T 31 July 1966 at Hanger 300 NAAS Fallon. LT. (b) (6) will be present as Squadron Liaison Officer to supervise unloading of the Maintenance equipment.
2. Personnel:
 - a. All personnel deploying to NAAS Fallon who have not received authorization to travel by privately owned vehicle, will travel by air.
 - b. Advance party personnel not authorized to travel by private conveyance will muster for airlift as scheduled in Annex A.
 - c. Main body personnel not authorized to travel by private conveyance will muster for airlift as scheduled in Annex A.
3. Personnel luggage: Personnel luggage is limited to 40 pounds via airlift. Additional luggage will be in a form of a locked container, with the name and service number of the individual clearly visible on the container. This luggage will be shipped via surface lift and will depart with the squadron maintenance equipment at 0700 T 29 July 1966. Fighter Squadron 114 assumes no responsibility for personal gear.
4. Transportation of personnel and equipment will be coordinated by ENS F. NUTTING with COMPAIR San Diego and C. O. Public Works Center, Naval Station San Diego.
5. Supplies: All aircrews are reminded that flight clothing at NAAS Fallon will be extremely limited and any flight gear needs should be anticipated and drawn from NAS Miramar Supply System.
5. Departure Plan: Departure plans will be promulgated at a later date.
6. Rosters: The personnel roster of the main deployment body and Detachment Alpha will be promulgated by Personnel.


T. P. McGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

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ANNEX E

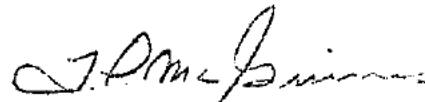
AIR OPERATIONS

1. General: Air Operations for Fighter Squadron 114 (VF-114) Air-to-Ground Conventional Weapons Training Exercise will be conducted in the NAAS Fallon, area during the period 1 August 1966 through 12 August 1966.

2. Tentative Operations Schedule: The following target schedule of Air Operations is planned during the above period:

<u>DAY</u>	<u>DATE</u>	<u>TGT</u>	<u>TIME</u>	<u>DAY</u>	<u>DATE</u>	<u>TGT</u>	<u>TIME</u>
MON	1 AUG	B17W	0900-1200	MON	8 AUG	B17W	1300-1600
MON	1 AUG	B17W	1300-1730	MON	8 AUG	B17W	1300-1600
TUE	2 AUG	B17W	0900-1200	TUE	9 AUG	B17W	1300-1600
TUE	2 AUG	B17W	1300-1730	TUE	9 AUG	B17W	1300-1600
WED	3 AUG	B17W	0900-1200	WED	10 AUG	B17W	1300-1600
WED	3 AUG	B17W	1300-1730	WED	10 AUG	B17W	1300-1600
THU	4 AUG	B17W	0900-1200	WED	10 AUG	B20	1300-1600
THU	4 AUG	B17W	1300-1730	THU	11 AUG	B17E	1300-1600
FRI	5 AUG	B17W	1330-1800	THU	11 AUG	B17E	1700-2100
FRI	5 AUG	B17W	1900-2200	FRI	12 AUG	B17W	0800-1200
					12 AUG	B17W	1700-1600

3. Safety Procedures: Safety procedures will be in accordance with F4S MATOPS, FITRON 114 Standard Operating Procedures and other applicable directives as set forth by NAAS, Fallon.



T. P. MCGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114 (VF-114)

GROUP 4
DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

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ANNEX F

PERSONNEL PLAN

1. GENERAL PLAN. Personnel assignments and responsibilities will be as listed in appendices I, II, III, IV, IV.

2. APPENDICES.

I	FITRON 114/NAAS Fallon advance deployment roster
II	FITRON 114 Officer/Enlisted government transportation roster
III	FITRON 114 Officer/Enlisted privately owned transportation roster
IV	FITRON 114 Officer flight deployment roster
V	FITRON 114/NAS Miramar Officer/Enlisted Roster (detachment "A")

T. P. McGinnis

T. P. MCGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

Group 4
Downgraded at 3 year intervals
Unclassified after 12 years

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Appendix I to Annex F

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Advance Party

(b) (6)

(b) (6)

AN
AA-
AMHAN
TN
TN
AMEAN
SA
ABH2
AEAA
AN
AA
ADJAA
ACFAN
SD3
AMH3
AOL
AOL
ADJ1
#D1#10

Officer in Charge

T. P. McGinnis

T. P. McGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

Group 4
Downgraded at 4 year intervals
Declassified after 12 years

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FALLON DEPLOYMENT

GOVERNMENT TRANSPORTATION ROSTER

APPENDIX II TO FORM 10-1

NAME	SERV NO	RATE
(b) (6)	(b) (6)	AE2
		AME1
		AME3
		AE2
		AN
		ADJ2
		AA
		AA
		ADJ3
		AMHAN
		AME2
		AE2
		AE2
		AMH3
		AMH3
		ADJ1
		EM2
		ADJ3
		AA
		AN
		AMS2
		AMHAN
		A03
		AE3
		AA
		AMEAN
		AN
		SN
		AN
		AMSAN
		PM3
		AME3
		AMS3
		AA
		AA
		AQF3
		AN
		ADJ3
		PR3
		AME2
		AN
		AMS2
		AME2
		AA
		ADJAN
		AQF3
		A03
		AQFAN
		AEC
		AME3
		ADJ1
		AQF3
		A03
		ATR2
		AE2
		ATR
		AA
		AMEAN
		AMEAN
		AMEAN
		AS3
		ADJAN
		AME2
		AN
		AMEAN
		AA

(b) (6)

(b) (6)

ADJ1
ADJ3
AMS2
AMSAN
A02
AN
AKC
LTR3
AZIN

GOVERNMENT TRANSPORTATION (ADVANCE PARTY)

(b) (6)

(b) (6)

AN
AM
AMMAN
TN
TN
AMMAN
SA
ABH2
AELA
AN
AA
ADJAL
AQFAN
SD3
AMH3
AMS1
AOAN
AOAN
PRSA

T. P. McGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

Authenticated:

(b) (6)

LCDR USN
Administrative Officer

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Appendix III to Annex F

Officers Traveling by Private Auto

(b) (6)

CDR
CDR
LTJG
LTJG
LTJG
LTJG

(b) (6)



T. P. MCGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

Fighter Squadron 114 (VF-114)
NFO San Francisco 96601

FALLON DEPLOYMENT

PERSONNEL TRAVELING BY PRIVATE AUTO

APPENDIX III - COMNAVFOR

<u>NAME</u>	<u>SERV NO</u>	<u>RATE</u>
(b) (6)	(b) (6)	AEC
		ADJG
		AE1
		AO1
		AO1
		AO3
		ADJ1
		AEHC
		AO3
		AMS1
		AECS
		ADJ1
		AMS3
		AQC
		AE3
		ADJ2
		AE1
		AO3
		SN
		AE1
		AQF2
		AO2
		AO3
		AZ2
		ADJ1
		PRC
		AZ3
		AE3
		PR4
		ADJ3
		AE3
		AO1
		AO1
		PRC
		AO3
		AE2
		AEC
		AO2
		ADJ3
		ADJAN
		AQF3
		AQF2
		AQF3
		AEHC
		AQC

T. P. McGINNIS
CDR USN

Authenticated:
(b) (6)

LCDR USN
Administrative Officer

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Appendix IV to Annex F

Officer Flight Deployment Roster

1. The following officers will fly squadron aircraft to NAAS Fallon:

(b) (6)

CDR
LCDR
LCDR
LCDR
LCDR
LT
LT
LT
LT
LTJG
LTJG
LTJG
LTJG
LTJG
LTJG
LTJG
LTJG
LTJG
ENS
ENS

(b) (6)

T. P. McGinnis

T. P. MCGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

Group 4
Downgraded at 3 year intervals
Unclassified after 12 years

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Fighter Squadron 114 (VF-114)
FPO San Francisco 96601

FALLOU DEPLOYMENT

DETACHMENT NAME ROSTER

APPENDIX V OF 114
31 JUL 68

NAME

SERV NO

RATE

(b) (6)

TN

AME1

AQF2

ADJ3

AE3

ATN3

ATR2

AQF3

AE1

AT1

AOC

AQFAN

AQF2

YN3

AQ1

AME2

AQ1

ADJ3

96742

AE3

AQF3..

ADJ2

AN

AA

YN3

AMEAN

AQC

AN

ADJ3

AMH1

ADJ1

...

...

AE2

AA

AQF3

AISAN

...

(b) (6)

ADJ3

ADJAN

ADJ3

ADJ3

PR3

AQFAN

AQF3

AERAN

AME1

AE2

AQC

AK3

AK3

AN

AE3

AA

ADJ2

AE3

AK2

AN

PR3

AERAN

A03

ADJ2

AQF2

A03

SN

AN

AZ2

~~AZ3~~

AMH2

AMH2

PR3

PR3

ADJ3

ADJ3

AE1

PR3

PR3

029 SN

ADJ3

AMS1

ADJ3

ADJ1

ADJ1

AN

PN2

CS1

AMS3

PISH

AZ3

AMHC

AEC

ASH1

92.3

AMHC

AMH3

AMS3

AQF2

P21

ADJ3

ATCANN

AT2

AMS3

YN3

ADJ3

AQF3

AMS3

AMHC

AQF2

AQF3

AOAN

ADJ2

AMH3

ADJ1

AT2

ADJ3

AQF3

ADJ3

ADJ3

AMHC

AMHC

(b) (6)

ASSTAN

ADJO

ATN3

ATN3

AE3

AMH3

PNC

AQCS

~~ADIAN~~

AME1

AME1

T. P. McGINNIS
CDR USN
Commanding Officer
Fighter Squadron 114

Authenticated:

(b) (6)

LCDR USN
Administrative Officer